

Sentiment in City Shows Division on Dual Port Project

Seven Representatives at Estimate Board Favor It; Six Oppose; U. S. Action Regarded as Necessary

A public hearing was held yesterday by the Board of Estimate on the proposed treaty between New York and New Jersey providing for establishment of joint authority over improvements of New York Harbor.

The treaty is designed to take the place of a similar document signed by the two states in 1834. It would create the "District of the Port of New York," defining the territory to be embraced. It also provides for six commissioners, three from each state, to be known as the port authority. They would have the power to make improvements, provide for joint financing thereof and take such other action as might be deemed necessary.

As the treaty must be approved by the legislatures of the two states, and is subject to Federal approval to some extent, William P. Burr, Corporation Counsel, said at the hearing there was a possibility that a Federal constitutional amendment might be necessary.

Following Mr. Burr's talk, a poll was taken of those for and against the proposed treaty. The result showed:

"Most of the soldiers who are discharged from the army find employment for themselves, usually going back to their old jobs," Colonel Woods says in his letter. "It is therefore a minority that need help. The work is made more difficult than it would otherwise be by the human tendency of soldiers upon discharge to linger in large cities instead of going home to find employment at once."

Many soldiers also feel that they are qualified to have better positions, and therefore earn better pay than a civilian in the same field. In this they are right, for their men have made them better men. Unfortunately, this is a hard time in which to seek improvement which they are rightly ambitious to make, for industry is in a period of transition and jobs are hard to find.

The soldier should be urged to go back to his former town and, unless he has better position, not to depend on him, take his old job, not one obtained for him, as the best he is fitted for. This cause owing to the industrial situation it is an unfavorable time for him to seek a different position. He should certainly not give up his aim to get the better job, but he should work for it from his old position, and not from a state of unemployment."

Opposed—William S. Peckham, for the New York Connecting Canal Association; Charles C. McLean, for the New York and New Haven Transportation; Frank Joyce, for the Louisville and End Bath Avenue; Harry H. Wynn, for the Flatbush Chamber of Commerce, and Charles C. Quinton, Captain Tomkins, former Dock Commissioner.

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